



## INFRASTRUCTURE INVESTMENT AND JOBS ACT

### Background

The Infrastructure Investment and Jobs Act (IIJA) (Bipartisan Infrastructure Law) was signed into law by President Biden on November 15, 2021, authorizing \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that total going toward “new” investments and programs. Maryland will receive about \$6.5 billion dollars from that amount over five years. However, about 80% of this funding was not “new” money, but instead money that Maryland already expected to receive as formula funding through traditional authorization and appropriations processes. In other words, the bulk of IIJA funding is not “new” money. It is funding that already is programmed in our six-year Consolidated Transportation Program (CTP). In terms of “new” money during the next five years, Maryland is in line to receive:

- \$1 billion in highway funding
- about \$480 million in transit funding
- about \$180 million in airport funding

The greatest opportunity to attain new or additional funding for programs, projects, and activities that were not planned previously will be through IIJA’s discretionary grant programs. However, to attain this funding, an application must be submitted, an award of a grant must be made after federal review, and non-federal matching funds must be made available for the activity contemplated in the grant application. These discretionary grant programs include the traditional RAISE and INFRA programs, as well as new programs focused on bridges, megaprojects, and local initiatives.

### Bridge Investment Program (BIP)

The competitive, discretionary program focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. Expands applicant eligibilities to create opportunities for all levels of government to be direct recipients of program funds, making it easier to advance projects at the local level that meet community needs.

The formula program or local government bridge program is being improved and no longer will the general allocation for local bridge projects be divided among all the Counties. The emphasis will be on replacing / rehabilitating poor rated bridges when they are ready to move to the construction phase regardless of the number of projects a local government may already have funded. More information coming soon and will be posted on the SHA website.

### Enabling Middle Mile Broadband Infrastructure Program

\$1 billion for high-speed Internet access. Enabling local networks to connect to robust, high-capacity national and regional networks. Middle Mile Infrastructure makes this possible. The program is designed to expand middle mile infrastructure to reduce the cost of connecting unserved and underserved areas.

### Safe Streets for All Program (SS4A)

Discretionary program with up to \$1 billion available in FY22 (\$5-6 billion during the next five years). SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The development and establishment of an Action Plan is a key component of this program. Need to identify public and private partners, how to engage community members, and consider the extent to which additional planning and design is needed.

Continued from front

## Reconnecting Communities Pilot Program

Discretionary grant program, with \$1 billion during the next five years, dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

## Thriving Communities Program

Initiative to provide technical assistance and capacity building resources to improve and foster thriving communities through transportation improvements. This program provides hands-on planning support and access to a diverse set of technical assistance providers available to work directly with communities as they build upon local assets to co-design and advance infrastructure projects that address critical social, economic, environmental, and mobility needs. \$25 million is dedicated to DOT's initiative with an additional \$5 million for Housing and Urban Development (HUD) to offer complementary technical assistance to improve coordination.



## Charging and Fueling Infrastructure Program

Competitive grant program with \$2.5 billion to strategically deploy publicly accessible electric vehicle (EV) charging infrastructure and other alternative fueling infrastructure along designated alternative fuel corridors. At least 50% of this funding must be used for a community grant program in which priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.



## Congestion Relief Program

Competitive grant program with \$250 million for projects in large cities that advance innovative and multimodal solutions to relieve traffic congestion (i.e. transit, buses, biking, or walking). The goals of the program are to reduce highway congestion, reduce economic and environmental costs associated with that congestion, and optimize highway capacity and usage of highway and transit systems.

## RAISE

Discretionary program with \$1.5 billion in available funding for 2022, which represents a 50% increase in available funds compared to last year. At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. RAISE also expands the number of communities eligible for 100% of federal share funding. Projects will be assessed for universal design and accessibility for travelers, as well as consider how proposals increase mobility for freight and supply chain efficiency.

## INFRA

Competitive grant program making approximately \$1.5 billion available for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. This is not a new program, but IIJA has updated the program to include new eligibilities, set-asides, and programming changes.

## Highway User Revenue

Highway User Revenue (HUR) grants received a boost this year as another key resource for local initiatives. Governor Hogan forged an agreement to increase local transportation funding through HUR grants. Beginning in FY 2024, the share of transportation funding for local jurisdictions will increase from 13.5% to 15.6%. By FY 2027 that percentage will grow to 20%.

Without action, these grant percentages would have been cut beginning in FY 2024. In total, local jurisdictions will receive \$663 million more from FY 2024 through FY 2027 than compared to the previous law. The increased funding can assist locals pursuing additional funding opportunities provided for in the IIJA.